

Amusements, etc., This Evening.

BOOTH'S THEATRE.—"Daddy O'Dowd." Mr. Dion Boucicault.

GRAND OPERA HOUSE.—"Uncle Sam." Mr. John Wood, and John Brougham.

NEW FIFTH AVENUE THEATRE.—"New Year's Eve." Miss Clara Morris.

NATHAN'S GARDEN.—At 2 and at 8: "The Scouts of the Prairie."

OLYMPIC THEATRE.—At 2 and at 8: "Humpty Dumpty." George L. Fox.

UNION SQUARE THEATRE.—"Consin Jack."

WALLACK'S THEATRE.—"David Garrick." E. A. Sothern and Miss Katherine Rogers.

BARNUM'S WORLD'S FAIR, American Institute Building—Day and Evening.

LENT'S NEW-YORK CIRCUS, MUSEUM AND MENAGERIE.—Fourth-ave. and Twenty-sixth-st.—Day and Evening.

SUNSHINE ART GALLERY.—Free Exhibition of Paintings.

STREYER HALL.—At 2 and at 8: Concert. Rubinstein and Thomas.

TONY PASTOR'S OPERA HOUSE.—Varieties.

Business Notices.

THE GORMAN MANUFACTURING COMPANY remind the public that the Supreme Court of the United States has recently given a decision in their favor which secures full protection from the imitations of their designs.

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GORMAN MFG. CO., Manufacturers of Sterling Silver Ware and Fine Electro Plate.

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DAILY TRIBUNE, Mail Subscribers, \$10 per annum.

SEMI-WEEKLY TRIBUNE, Mail Subscribers, \$3 per annum.

WEEKLY TRIBUNE, Mail Subscribers, \$2 per annum.

Advertisements, 50c. per line, 10c. per line, 5c. per line.

DAILY TRIBUNE, 50c. per line, 10c. per line, 5c. per line.

SEMI-WEEKLY TRIBUNE, 25c. per line, 10c. per line, 5c. per line.

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man. The Supreme Court has very properly reversed this decision, and ordered a reassessment of damages on a reasonable basis.

A CALAMITY AT SEA.

An unexampled catastrophe is added to the long list of those which form the terror of the sea. The steamship *Atlantic* of the White Star Line, bound from Liverpool to New-York, short of coal, laboring in a heavy gale, went ashore, yesterday morning, on the coast of Nova Scotia, about thirty miles from Halifax, and is a total wreck. Of the one thousand men, women, and children on board over seven hundred were drowned. This is the brief, bald story. The harrowing details—the struggling in the sea, the wild confusion, cries, and prayers, the bubbling groan and howling gale—these all must be filled in by the shuddering thought of the reader who securely sits at home and scans the record which makes so little of a great sum of horror. Many of these poor drowned creatures were immigrants bound to the New-World. The ship was full of them when she went ashore on the rocky coast of Nova Scotia, where many a noble craft has gone to wreck before now. The vessel was short of coal, though only on her twelfth day out. The passage had most likely been lengthened by the improvident supply, and at 2 o'clock in the morning, in a gale of wind and rain, struggling under sail, the good ship was hurled on to her fate. People will immediately ask, Who is responsible? Inquisition will be made. The captain and second and third officers survive to tell their tale of heroic endeavor or inefficiency. Now we can only await sorrowfully the full details.

This is the great disaster of the half-century; not since the British frigates *St. George* and *Defence* were wrecked off the coast of Jutland, in 1811, has any such frightful loss of life been added to the sorrow of the sea. In that wreck 3,000 men were drowned. The sinking of the *Royal George* off Spithead, in 1782, when Admiral Kempenfelt went down with his 600 men, was long celebrated in song and story as the great catastrophe by sea for many generations. The wrecking of the *Royal Charter*, on the Anglesea coast, in 1859, when 446 lives and much treasure were lost, sent a thrill of horror throughout the civilized world. That same year, too, the *Pomona* was cast away on Blackwater Bank, and 395 men were drowned. The *Austria*, burned in mid-ocean the year before, lost 461 persons. On the Pacific, which disappeared in 1856, were 186 people; and on the City of Glasgow, never heard of since 1854, there were 480. Of the *Arctic*, we in America have still sorrowful recollections; 300 men, women, and children were lost on that ship, off the coast of Newfoundland, in 1854. On the same dread line of coast the Hungarian, with 220 people, was cast away in 1866. The sinking of the *Northfleet* in the English Channel, last January, was the latest great sea disaster until that which we now record. By the wreck of the *Northfleet* 335 persons were swept out of the world; but the story of the heroism, chivalry, and dauntless courage of Knowles and those who went down with him, will endure so long as men love to talk of bravery in the face of death.

All these great sacrifices of human life are profoundly tragic. Men die in battle, defending their country or some precious principle; and they count it sweet to sacrifice themselves thus. But the sorrow of the sea is the wail over life, love, and happiness helplessly swallowed in the unpitied waves. There are no monuments for those who go down into the deeps, unknelt and unconfined. These calamities, occurring at such short intervals, show us how helpless even science, skill, and long experience are in the grasp of the mighty forces which rule the sea. Shall we, at least, fall, in the midst of our profound sorrow for the lost and for the bereaved survivors, to gather up whatever may remain for guidance to future safety and security on the terrible sea?

DEFAUDING THE PEOPLE.

The Republican partisans in the State Senate, yesterday, lent themselves to the conspiracy to defraud the people of this city of the Reform so hardly won last year and the year before. The passage of the twenty-seventh section of the Charter as amended complies, as far as the Legislature can do the work, the scheme which reestablishes the old Tweed Ring in the disguise of the new Murphy Ring. That the Assembly will confirm this action we have little doubt. Only Gov. Dix will then stand between the Ring and the city it purposes to misgovern and to rob.

The conspirators and their purposes have so often been pointed out, and the connection between them and the old gang which has been overthrown has been so repeatedly traced, that it would seem an old story. Yet, to show how completely and absolutely the people have been defrauded, it is necessary to recapitulate.

The section alluded to, which was originally designed to give the Aldermen the appointing power instead of the Mayor, is a greater insult to public intelligence as amended than was the original clause. The Mayor has the appointing power, it is true. The Board of Aldermen cannot frustrate his will, and, by delay or refusal to confirm, finally become the appointing power in his stead. But the Mayor is restricted in his appointments, and the leading members of the new Ring are excepted from removal by him. These officials are actually designated in the amended clause. "The present incumbents"—so reads the clause—"of the offices of the Council of the Corporation (E. Delafield Smith), President of the Board of Police (Henry Smith), Commissioner of Public Works (George M. Van Nort), and President of the Department of Public Parks (Henry G. Stebbins) shall continue to hold their respective offices," &c. It is not difficult to show that the three more important officers named are part and parcel of the old Tweed Ring. Mr. Stebbins is the only one of the excepted officials not of the old Ring.

Perhaps it may be thought that this lan-

guage is too strong as applied to Mr. E. Delafield Smith. It is not a whit too positive. Mr. Smith may have entered the old Ring late in the day, but he went in unequivocally and unhesitatingly, and, as was exposed at the time, for the very purpose of the conspiracy now fully developed. The old Ring Charter gave the Mayor power to appoint certain officers for five years. Within a month—we think, indeed, that it was within a fortnight—of the expiration of their respective terms the old Mayor and Corporation Counsel entered into a bargain with certain members of the Custom-house Ring, of whom Mr. Smith was one, by which O'Gorman resigned and Smith was appointed in his place for five years to come. Mr. Smith, now retained by this new Charter, is the appointee of Tammany. He holds office against the wishes of the present Mayor, elected by a popular Reform vote of citizens irrespective of party. Mr. Smith conspired with the Tammany officials to thwart the will of the people, and no more holds his office with their consent than O'Gorman did at the date of his resignation.

Henry Smith, the President of the Board of Police, is notoriously the friend of Tweed. Not only politically a confederate, he was personally the intimate of Tweed. He was jointly interested with him in banking and business affairs, which went awry when the Ring failed, and have never been satisfactorily wound up to this day. For his conduct in these matters THE TRIBUNE has again and again sharply arraigned him; but the journals and the party organization which were then equally outspoken in his condemnation have since found reason either to ignore him or to treat him with consideration.

As Smith was the friend, so Van Nort was the instrument of Tweed. He had no importance save in that capacity. He derived dignity and power simply because Tweed, when forced to resign the Commissionership of Public Works, dictated the succession in favor of Van Nort. Mr. Tweed refused to leave the office which the people demanded until the conspiracy to defraud them was completed by the appointment of Van Nort. The Commissioners of Public Works thus specially retained by the Custom-house Ring Charter, against the wishes of the people's Mayor, is nothing if not the creature of the Tammany Ring, whose chief dictated his appointment and compels his continuance in office. Mr. Stebbins's retention is of no significance. In his position he is not necessary to the success of the Ring. The President of the Public Parks has always been as a fifth wheel to the coach. But it is absolutely necessary to have in possession of the Treasury a member of the Ring in full accord with the others. Therefore, Controller Andrew H. Green, always pronounced in opposition to Tammany and a sore obstruction to the designs of the Custom-house, must be removed. How is this to be done? A direct vote of the Senate yesterday omitted his name and office from the excepted ones in the clause above quoted. By the amended section the Mayor is to nominate him or some other person for the position. The Ring Aldermen will certainly reject Mr. Green; and we doubt not they will also reject every honest nominee Mr. Havemeyer may name. So out goes Mr. Green for some doubtful successor.

Thus the new Charter openly retains the instruments of the old Ring, and drives out the most positive opponents of corruption and jobbery. The whole scheme has been a systematized conspiracy; how clearly so only this amended section will indicate to many who have followed it less constantly and closely than we have been compelled to do. When it is remembered that the heads of the old Ring, William M. Tweed, Peter B. Sweeney, and Richard B. Connolly, are the partners with Thomas Murphy, the head of the new Ring, in real estate speculations involving millions of dollars, and depending for success on the carrying out of old schemes, the full magnitude of the conspiracy can be understood by the most simple.

Does Gov. Dix mean to join this band of conspirators?

DON'T KNOW.

The testimony in the Erie investigation leaves us still in the dark on a great many important subjects, but it has led to some remarkable disclosures of the system of railway management pursued by one of the greatest of American corporations. The President, the ex-President, the ex-Vice-President, the ex-Assistant Treasurer, and a number of Directors, ex and actual, have been examined, and it is amazing to find what a number of things concerning the business of the road they do not know. One would have supposed that the principal officers of the Company should at least know whether the dividend of a million and a half of dollars declared last February was drawn from the surplus earnings of the previous six months, or from the loan negotiated just at that time by Bischoffheim & Co.; but this, it seems, is precisely what they do not know. President Watson declares that the dividend "was declared on the basis of his statement" of the earnings; and at the same time he admits that these earnings were expended in the construction and improvement of the road; so that the dividend increased by just so much the indebtedness of the Company. Mr. John Taylor Johnston, who was a Director when this dividend was declared, does not know whether it was earned or not. He voted against it because he was not satisfied that the balance exhibited by the President's report was a real one, and believed that a dividend could not have been paid without the money raised in London. Director Diven, on the contrary, voted for the dividend, although he did not know that it had been earned, while he did know that there was very little in the treasury. "I felt a little 'doubt,'" he says, "about crediting so much to the construction account, as that is a flexible account." "This policy increases the debt of the Company." "I have never known a dividend to be declared on such a basis before." Mr. Justin D. White, Assistant Treasurer of the Company at the time of the declaration of a dividend, did not know how the money could have been raised, except from London, because the road was practically bankrupt when Bischoffheim came to its assistance. In other words, the Directors made a dividend without exactly knowing whether they had any money to make it with, but with a very strong suspicion that they must borrow in London before they could pay it.

With respect to the transactions at Albany, the ignorance of everybody connected with the railroad is hopeless. Several persons have charged that a bribe of \$5,000 apiece was paid to five Senators to defeat the Pro Rata Freight bill, and Mr. Diven at one time could have told who the five Senators were, but he doesn't know now. Vice-President Archer

went to Albany to look after this business, but he doesn't know that any money was spent. A resolution was passed allowing \$30,000 to the New-York Central Railroad for expenditures at Albany in connection with this bill, but nobody in the Erie Company knows what the expenditures were. Mr. Thompson, ex-Controller, paid \$2,500 to the celebrated lobbyist, A. D. Barbour, but he doesn't know what for. Mr. White, ex-Assistant Treasurer, paid large sums to William M. Tweed—as much as \$131,000 at one time, and other considerable amounts at various periods—but he doesn't know what for. Mr. Van Vechten paid \$35,000 to Mr. Tweed, but he doesn't know what for. The same gentleman paid four sums of money to Mr. Barbour, but he doesn't know what for. Mr. Van Vechten and Mr. Barbour are both eminent members of the Albany lobby, in active business, with a long-established and widely-extended reputation, and both employed by the Erie Railway Company, but they have only the vaguest knowledge of each other. From the books of the Company it appears that not only these two gentlemen but also Mr. Wm. M. Tweed have received liberal compensation for "legal services," but nobody knows what those services were, where they were rendered, or when Mr. Tweed especially became a member of the bar.

The Committee seem to be working with a great deal of zeal, system, and intelligence, and dismal as the prospect now appears we are not without hope that they may in time discover somebody connected with the Erie Railroad who knows a little about its affairs. As for the five thousand dollar bribes, there are two gentlemen who probably know all about them. If the Committee really mean to throw any light upon this branch of the inquiry, let them examine Mr. John Dutcher and recall Mr. Abraham Van Vechten.

MR. CURTIS'S RESIGNATION.

The theory that Mr. George W. Curtis resigned his position on the Civil Service Board for the reason that the reform at which he aimed had been accomplished, seems not to be quite correct. Nor is there any truth in the other theory of his resignation, that it was purely on account of ill health. We are informed—with great solemnity, albeit with imperfect manners—that he resigned "because he regards several important appointments recently made as a virtual abandonment of the Civil Service Reform." The authority for this statement, we are superfluously assured, "is Mr. Curtis himself," and it is made "in precisely Mr. Curtis's own words." "There is nothing in his recent illness," we are still further admonished, "that could affect his decision on this subject either one way or the other, and nothing in his present state of health that could interfere with his duties on the Civil Service Board if he chose to remain there. He resigned his position soon after the recent Federal appointments in this city simply and solely because he thought that in making these appointments, and others elsewhere, Gen. Grant had thrown Civil Service overboard, and that his (Mr. Curtis's) usefulness as a member of that commission was at an end. Mr. Curtis's friends, while they must regret the necessity of this resignation just so far forth as they feel an interest in Civil Service Reform, will justify him for retiring from a position in which, if he remained, he would be held responsible for acts which are nothing more nor less than a disregard of public pledges and a mockery of the public faith."

This puts an entirely different face upon the matter. Mr. Curtis then has not carried Civil Service Reform through to success. He has simply abandoned the undertaking because Gen. Grant has "thrown Civil Service overboard," and because he (Mr. Curtis) does not care to be "held responsible for acts which are nothing more nor less than a disregard of public pledges and a mockery of the public faith." These are hard words to use of one's own candidate within less than a month from his inauguration. Who is it that throws Civil Service overboard, that disregards public pledges, and mocks the public faith? Who but the President of Mr. Curtis's own choice—the man whom George W. Curtis stood sponsor for before the American people six months ago—and for whose election upon these same "public pledges" he more than almost any other citizen is responsible. We are informed that the flippancy of THE TRIBUNE's comments upon the matter is lamentable, and thereupon we are favored with a jeremiad upon "the serious misfortune" that the President should have yielded "to the importunities of a political clique—have so submitted himself to their influence that the best promise of his administration should have been so speedily and so easily broken." All true enough and lamentable enough, and it is quite proper for Mr. Curtis and his newspaper apologists to indulge in lamentations over it; but it seems proper to remind them that it is their own disappointment and their own folly, not THE TRIBUNE'S. THE TRIBUNE'S views on this subject were embodied in warnings some months ago. We made no promises for this Administration—gave no bonds or public pledges for a President who has since disregarded them and mocked the public faith. Let us remind those gentlemen who complain that we are not impressed with the gravity of the occasion, that some months ago THE TRIBUNE gave it as a reason for not supporting Gen. Grant that he would do just the things he has done in this Civil Service business. Do we need to remind Mr. George W. Curtis that for distrusting the professions of Gen. Grant he and the journal he edited pursued with misrepresentation and caricature such as this country never before was witness to, not only THE TRIBUNE, but every prominent opponent of President Grant? Does Mr. Curtis remember how flippancy he treated the opinions of those who thought they had reason to distrust the President? Does he remember the personal blackguardism—descending even to the dirty fictions about trousers intentionally stuffed into boot-legs—with which he beslimed Mr. Greeley in the interest of his "Civil Service Reform candidate," who has now slapped him in the face?

And it is not improper to say that had not Mr. Curtis given bonds for the President before the last election, Gen. Grant would not have been re-elected, and would have had no opportunity to disregard his public pledges and mock the public faith. It was upon his promise more than upon Gen. Grant's that the people took stock in the proposed reform, and accepted the pledges that have now been disregarded. President Grant was re-elected upon Mr. Curtis's indorsement of his earnestness and sincerity. A month of his second term has not passed when Mr. Curtis resigns, and says the President has abandoned the reform. We regret his disappointment, but we have nothing to regret in reviewing the

course he pursued toward those who differed with him last Summer, and whose distrust proves now to have been reasonable and well-founded!

FREE RAILROADS FOR NEW-JERSEY.

After a long discussion, which began on the first day of the session of the New-Jersey Legislature, and has been intermittently continued up to the last day save four, as it approached the time for adjournment, after repeated shiftings and battledores and shuttlecock games between the two houses, the General Railroad bill has become the law of the State, with a surprising unanimity in both branches. Yet this final harmony is not altogether wonderful. The Pennsylvania interest, from the first regarded as alien and given the cold shoulder, as is the way of Jersey toward the foreigner, relied upon the Fabian policy, contented itself with defeating special charters for directly competing roads, and relied upon the revengeful spirit of the latter to kill off the General Law. In this latter they were disappointed. The Pennsylvania road found itself at last where the General Law was the least of two evils.

New-Jersey, for a generation monopoly-ridden, is now the first of Eastern States to enact a true and substantial General Law; and from what we know of attempts at this sort of legislation in one or two Western States, it has perfected the most reasonable project of law in existence. Only one doubt occurs to us, and that we cannot settle until the copy of the perfected bill has reached us. It is just possible, for one of the Senate amendments made it so, that a provision has been incorporated that land taken shall not be by condemnation of the land of existing chartered roads. We believe that this proposition has been stricken out by the Assembly. If not, it would fall under the common law, still rampant in New-Jersey, and the crossing of other railroads would not be considered a condemnation. It would be only an easement, conferring rights on the new company, but not depriving the old of any original right of way.

The law as it passed with Quaker-like calmness on Monday night in the Assembly and on Tuesday in the Senate, in effect authorizes any thirteen persons, a majority of them residents of the State, to organize a railroad company. Their articles of agreement shall name the termini of the road, the counties through which it is to run, and an amount of capital stock of not less than ten thousand dollars for every mile, with the privilege to issue bonds not exceeding the amount of the paid-up capital stock. When at least two thousand dollars for every mile of road is subscribed and ten per cent paid in cash, an affidavit to that effect and setting forth that it is intended in good faith to build a road must be appended to the articles of agreement and filed for record in the office of the Secretary of State. That filing constitutes the charter, but the construction of the road must be begun within six months after the company's organization, and if the road is not more than fifty miles long a track shall be ready for use in two years; if more than fifty miles, six months additional are allowed for every twenty miles.

The remaining provisions are mainly those usual to special charters as to entry upon lands, condemnation, &c. But there is an important clause which allows any such road to lease its property or to merge and consolidate with any connecting line. Connecting roads are required to transport all goods and passengers for each other. Passenger tickets are good until used, and the police of the roads is thoroughly guarded. By the 39th section it is expressly provided that "no franchise heretofore granted to construct a 'railroad, or to build or establish bridges or ferries, or operate any line of travel, and take tolls or fares therefor, shall hereafter continue to be' or be construed to remain exclusive, and that no like franchise heretofore granted shall be or be construed to be exclusive, unless in such grant heretofore made or hereafter to be made it be so expressly provided." In that clause we hear the death-knell of monopoly.

After all it is not singular that New-Jersey should be the first of monopoly or combination-ridden States to proclaim freedom in railroad construction. For almost a generation she has been stigmatized as the "State of Camden and Amboy," and but small charity has been granted her apology that the monopoly was a sacred contract, dating back to the infancy of railroads in this country—a contract to be faithfully kept up to the last hour of its legal existence. But once terminated, there was a sigh of relief and a stubborn Jersey determination that the stigma should pass away with the contract. We are assured that this valuable forward step was not purchased by money. It was the realization of an old hope among our neighbors. In all the vicissitudes of the bill as it went backward and forward from one house to the other, it was never amended to its loss. Every change strengthened it, and as it has now finally passed, its friends declare, and we are willing to hope that it may be regarded as nearer to perfection than any other measure of its kind in the history of railroad legislation. The special bills still pending perish beneath it, though what is known as the "Tube Road," a double charter for tubular transportation and an ordinary track beside, from the Delaware to the Hudson, became a law more than a week ago. But in all essentials the roads to be built under the General Law have the same franchises and privileges which any special charter could confer. Under it we may expect to see not one alone, but a half-dozen or half-score of through lines constructed across the narrow belt of Central New-Jersey, to give outlet to the commerce of the continent which lies beyond the Delaware, and which converges to the shore opposite to New-York, as if it were the mouth of a widely-expanded funnel.

This desirable result so quickly and so unexpectedly accomplished is a forcible illustration of the power of an independent press. Previous to the session of the New-Jersey Legislature of 1872, the people of the State had little or no opportunity of learning the course of their representatives at Trenton. They knew that all measures toward relief from railroad oppression were defeated; but they did not know who were the men who voted against them. Last Winter THE TRIBUNE took up the cause of the people and continued it untroubled by a single New-Jersey newspaper. It began by fearlessly exposing every act of the Legislature, giving each day a truthful picture of the manner in which business was transacted. It published them, as it has this Winter, the names of members on every important vote. This simple act has of itself been the most powerful agency in securing the present victory, for there is nothing corruption so dreads as

the Yea and Nays, and exposure in this case was political death to every supporter of monopoly. By this means, THE TRIBUNE succeeded a year ago in getting a bill for a competing railroad across the State through the Assembly by a large majority—a thing which was almost unprecedented in the annals of the State. This Winter it continued the fight. One after another all of the important newspapers in the State have fallen into line, and have given valiant aid. The result has been the victory of yesterday, a victory which has placed the State an immeasurable distance in advance of its position of one short year ago.

It has been incorrectly stated that Mr. Bret Hart is to sail for Europe this month. As this report is calculated to alarm the numerous Lyceums which are counting upon the pleasure of hearing his story of the Gold-cure, we make haste to correct it. He has just returned from Canada, where he has been the recipient of kind attentions from the dignitaries of the Province which will doubtless be sufficient to postpone for the present the war which was expected to follow certain recent expressions of incredulity from the Geographical Society. But, as one of our Great American Humorists is due in Great Britain and Mr. Hart cannot go, Mr. Mark Twain will sail on the 17th of May, taking with him the MS. of his new volume, which will be published simultaneously in both worlds. It has sometimes been insinuated that Mr. Clemens is not a good business man. He authorizes us to contradict this in the most reserved manner.

It is a distinction of which any publishing house in the world may be proud, to be able to offer such a list as Osgood has at the book trade sale to-morrow. Among them are Longfellow, Hawthorne, Emerson, Whittier, Lowell, Holmes, Agassiz, Howells, Bayard Taylor, Parton, Stedman, Hart, and Hay, to say nothing of the foreign list: Dickens, Tennyson, Thackeray, Sir Walter Scott, Charles Reade, George Eliot, &c.

MUSIC AND THE DRAMA.

MUSIC.

THOMAS AND RUBINSTEIN.

If the second of the present series of concerts by the combined Rubinstein and Thomas companies was less interesting than the first, it was nevertheless a remarkable entertainment, and deserves to rank among the memorable concerts of the season. All the performers were in a highly sympathetic and inspired mood. The character of Rubinstein's playing as we all know, is governed not a little by the temper of the moment. Last night, still flushed it may be with the excitement of his triumph of the night before, he was in one of his most glorious veins. His interpretation of Beethoven's great E flat concerto, perhaps the greatest and most beautiful concerto ever written, was like a new revelation, even to those of us who boasted of some familiarity with that off-played work. If we were asked to name the most conspicuous merit of his performance, we should say it was an extraordinary and surprising clearness. His conception of the concerto was delightfully distinct, and he expressed it with resolution and directness. The first movement was both refined, poetic, and brilliant; the exquisite adagio was one of the most delicious things imaginable—music that touched the heart and lifted up the mind; and the finale gave as opportunity for the display of the more superb and forcible manifestations of the performer's genius. In this one work indeed were illustrated all Rubinstein's most characteristic excellences as a player. The signal success of the performance was attributable partly to the excellence of the orchestra, which under Mr. Thomas's direction gave a refined, correct, spirited and sympathetic accompaniment such as it is seldom the good fortune of a pianist to enjoy. Later in the evening Mr. Rubinstein played a group of songs, and a performance of Liszt's "Les Preludes"—one of the most truly poetical of all the symphonic poems—that Mr. Thomas was loudly recalled after it.

Mr. Wieniawski was likewise in an especially musical mood last night. He played Spohr's "Gesang Scene" concerto, a good example of the composer's school, rather lame and over-refined for the taste of the present day, but melodious, highly polished, and full of sentiment. It calls for very tender expression, a pure, luscious tone, and a cantabile style, and in all these Wieniawski, when he chooses to be so, is admirable. The orchestra gave the overture to "Demetrius," a performance of Liszt's "Les Preludes"—one of the most truly poetical of all the symphonic poems—that Mr. Thomas was loudly recalled after it.

To-day there will be a matinee by the same artists and to-morrow an evening concert, at which Rubinstein will play Liszt's concerto in E flat. This, it is said, will be the last appearance of Rubinstein and Wieniawski with the Thomas orchestra; but our readers will be interested to learn that the great pianist purposes giving some time this month, a series of seven Recitals